

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 3,338 tons Captain W. A. Valentini.
 "FATSHAN" 3,260 " R. D. Thomas.
 "KINSHAN" 1,995 " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
 HONGKONG-MACAO LINE.

S.S. "HONAM" 3,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 1 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHUNG, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.



EYES RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 37, DES VOUX ROAD CENTRAL, 59, BENTINCK STREET, 566, NANKING ROAD
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1906.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUER STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1906.

Details.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SYNGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
YORK	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON,
 Captain G. Meiners, with MAELS, PASSENGERS, SPECIE and CARGO, will leave
 for Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th November, Cargo and
 Specie will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels
 will be received at the Agency's Office until NOON, on TUESDAY, the 20th November.

Content of Packages are required. No Parcel Receipts will be signed for less than 25.00
 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the
 day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

* TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
 travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA
 NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at
 passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
 SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo.
 The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
 Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer
 from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
 SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD,
 Captain P. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA	£28.-	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return	£54.-	£36.-
TO SYDNEY	£33.-	£23.-	£15.-	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return	£62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$170.00	\$120.-
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$170.00	\$120.-
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail	£97. 0. 0.
Steamer	96. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
from Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND *	WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 5th Dec.

* Reaching Yokohama in less than 6 days.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers,
 P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the
 magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 8th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 95 ft., bottom 78 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
 entrance, top 60.5 ft., bottom 45.8
 ft. Water on blocks, 26.5 ft. Time
 to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
 Captains and Engineers is respectfully called to the advantages offered for Dock-
 ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
 and a large stock of material is always at hand, (plates and angles all being tested by
 Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
 Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
 of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge
 Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
 guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
 of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. L. and Watkins.

Yokohama, May 23rd, 1905.

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HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
 every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 10.30 a.m.	Every 30 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
 Company's Office, ALEXANDRA BUILDINGS,
 Des Voux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.

Hongkong, 27th August, 1906.

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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAIL-MAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR,
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES.

Hongkong, 7th March, 1905.

[51]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
 國公隆李

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE

at
 No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club,
 Hongkong Hotel, Telegraph Co., Messrs. A.
 S. Watson & Co., Ltd. Firms and other leading
 Establishments in the Colony, to whom
 reference may be made as to the Superior Work-
 manship and Materials of the Furniture, &c.,
 supplied.

Messrs. A. S. Watson & Co., Ltd. write as
 follows:—

"We have pleasure in stating that Mr. LI
 KWONG LOONG furnished the Annex to
 our Dispensary and gave us every satis-
 faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
 CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

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For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"

Breadth 24' 0"

Depth 9' 6"

Intimation.

WM. POWELL, LTD.,

Ladies' Outfitters,
ALEXANDRA BUILDINGS.

SMART
OSTRICH
and
MARABOUT
FEATHER

STOLES,

\$10.00

to
\$38.50

Each.

NEW
BLOUSES

for
AFTERNOON
and
EVENING
wear.

GLOVES, HOSIERY,
FOOTWEAR,
GOLFERS,
MOTOR CAPS,

BELTS,
UNDERWEAR,
LACES,
CHIFFONS,
RIBBONS,

and
a Splendid Selection
of
MILLINERY.

REASONABLE PRICES.

**POWELL'S
HONGKONG.**

Hongkong, 5th November, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above
vessel as she lies at standing at KOW-
LOON COALING DEPOT will be received by the
NAVAL STORE OFFICER, H.M. NAVAL YARD,
Hongkong, up till noon on the 30th November.
The purchaser will be required to remove
and break up the vessel within a reasonable
time, and will be called upon to deliver to the
Naval Yard the Ship's Boilers and Anchors.
Intending purchasers can inspect the vessel
on and after the 17th instant on application
during Yard working hours.
The highest Tender will not necessarily be
accepted.

The particulars of the Ship are as follows:—
Steel Twin Screw Coppered Sloop of 185
feet length, 32' 6" beam, Displacement
1,750 tons, fitted with Vertical Triple
Expansion Engines.
Further information and particulars as to
sale to be obtained on application to the Naval
Store Officer, H.M. Naval Yard, Hongkong.
Hongkong, 8th November, 1906. [1077]

Auction.

EXTRAORDINARY ART SALE BY
PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 10th November, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Lee House Street,
A SUPERB COLLECTION OF
JAPANESE GOLD DAMASCENE WARE,
Comprising:—
GOLD CIGAR BOX, INCENSE BURN-
ERS, INKSTANDS, FLOWER HOLDERS,
BROOCHES, SLEEVE LINKS AND STUDS,
NECKLACES, BUTTONS, HAIR PINS,
&c., &c., &c.

N.B.—There has never been so important an
exhibition of these wonderful Articles outside
Japan and suitable for X'mas and New Year's
presents.
On view from to-day.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th November, 1906. [1074]

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in
SHANGHAI as AVERAGE ADJUSTER
and am prepared to undertake the adjustment
of General and Particular Average and other
Claims.

Telegraphic and Postal Address:
"WADMAN SHANGHAI."
H. P. WADMAN,
Corresponding Associate,
Association of Average Adjusters,
Great Britain.

22nd October, 1906. [1062]

Entertainment.

AL FRESCO FETE
IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL
TO BE HELD IN THE
Compound of the Roman Catholic Cathedral,
ON
SUNDAY,
11th November, 1906, from 9 P.M. to 11 P.M.

ADMISSION TICKET \$1.
Which is entitled to a Souvenir on its presenta-
tion at the Souvenir Pavilion on the
evening of the Fete only.

THE public is respectfully invited to inspect
the various Stalls from 2 to 7 P.M. on the
11th instant during which time Machado's
String Band will be in attendance.
Tea and Cakes will be served during the
afternoon.

By kind permission of Lieut.-Col. A. G.
FITTON and Officers of the Band of the Second
Battalion "The Queen's Own" (Royal West
Kent Regiment) will play from 9 to 11 P.M.
Tickets can be obtained from to-day at
Messrs. Grace & Co., Hongkong Hotel Stall
and at the Roman Catholic Cathedral Com-
pound on Sunday, the 11th instant, from 9 A.M.
to 7 P.M., and at the Gate on the night of the
Fete.

Hongkong, 11th November, 1906. [1060]

To Let.

TO LET.

NOS. 8 and 16, LIGHTHOUSE HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1073]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1069]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vaux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [1049]

TO LET.

OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 5th September, 1906. [72]

TO LET.

A HOUSE in KNUITSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [789]

For Sale.

FOR SALE.

WELSBACH'S IN-
DOOR and OUT-
DOOR 4-LIGHT
GAS ARC LAMPS;
DO. BOXED LIGHTS.
DO. HARP LAMPS.
DO. MANTLES, CHIM-
NEYS, GLOBES,
SHADES, &c., &c.,
and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.

NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 1st November, 1906. [109]

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill or falling into
the deep ditch of quackery may safely, speedily
and economically cure himself without the know-
ledge of a second party. By the introduction of
"THE NEW REMEDY."

"THE NEW REMEDY."
A complete revolution has been wrought in the
department of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.

"THERAPION No. 1—A Sovereign
Remedy for discharges from the urinary
organs, suppurating infections, the use of which
does irreparable harm by laying the foundation
of stricture and other serious diseases.

"THERAPION No. 2—A Sovereign
Remedy for primary and secondary skin
eruptions, ulcerations, pains and swellings of the
joints, and all those complaints which mercury
and arsenic are popularly but erroneously
supposed to cure. This preparation purifies the
whole system, drives the poisons out, and thereby
eliminates all poisonous matter from the body.

"THERAPION No. 3—A Sovereign
Remedy for debility, nervousness, impaired
vitality, sleeplessness, distaste and incapacity for
business or pleasure, loss of appetite, indigestion,
pains in the back and head, and all those disorders
resulting from early error and excess which the faculty of self-cure even relieves.

"THERAPION No. 4—A Sovereign
Remedy for all those ailments which the three
numbers required, and observe that the word
"THERAPION" appears on British Government
Stamp (in white letters on a red ground) affixed
to every package by order of His Majesty's
Commissioners, and without which it is a forgery.

Sold by all Chemists.

Q

JAPANESE IN SAN FRANCISCO.

ACTION BY THE WASHINGTON GOVERNMENT.

A San Francisco message to the *Asahi*, dated
the 27th ult., states that Mr. Metcalf, the U.S.
Secretary for Commerce and Labour, had left
Washington for San Francisco, for the purpose
of explaining to the San Francisco authorities
that the anti-Japanese movement would, if
persisted in, disturb diplomatic relations
between Japan and the United States. Pres-
ident Roosevelt and Mr. Root are more con-
cerned for the maintenance of friendly relations
between Japan and America than in the local
questions confined to San Francisco, and en-
tirely disapprove the action of the Board of
Education of San Francisco.

Mr. Metcalf has been instructed to consult
the Governor of California, the Acting-Mayor,
the Japanese Consul, and the Board of Educa-
tion at San Francisco, and report to President
Roosevelt on the situation, and the cause of
the anti-Japanese agitation.

Mr. Metcalf will explain that the anti-Japan-
ese movement in San Francisco will result in
heavy damage to commercial interests in the
Far East, and that the U.S. Government and
American citizens in general are bound to re-
spect the rights of Japanese under treaty.

The Washington Government will com-
municate with the Japanese Government as to
the object of Mr. Metcalf's visit to San Fran-
cisco, and give assurance that the U.S. Govern-
ment will fully observe its treaty obligations.

No one, concludes the dispatch, can at pre-
sent predict what course the President will
take in the event of the San Francisco authori-
ties persisting in their action towards Japanese
children.

Japanese papers publish a San Francisco
dispatch to the effect that an Association of
Japanese in San Francisco, acting under the
advice of the Japanese Consul there, has in-
stituted an action in the Circuit Court against
the California Board of Education in regard
to the expulsion of Japanese children from the
public schools. The Japanese Association has
retained a noted jurist to conduct its case, and
the result of the legal proceedings is looked
forward to with great interest. (A Reuter's
San Francisco message, published in our last
impression, stated that Judge Wolverton, in
the United States Circuit Court, ordered the
San Francisco Board of Education to show
cause by November 5th why Yasuhara, a
Japanese pupil, be not reinstated in the Pacific
Heights grammar school.)

The U.S. Government is greatly concerned
at the attitude taken by the authorities at San
Francisco. The general opinion in America is
that both the United States and Japan are
violating the treaty of 1894.

Japanese journals observe that the present
agitations in San Francisco for the exclusion
of Japanese children from schools is stronger
than is generally anticipated. During the
time Mr. Chinda, now vice-Minister for Foreign
Affairs, was Japanese Consul at San Francisco,
similar agitations broke out, and though they
were less violent than the present movement,
all the Japanese rose and did their best to re-
verse the situation—the officials making pro-
tests, others writing to newspapers and hold-
ing public meetings—and they succeeded in
inducing the San Francisco authorities to
withdraw the illegal decision. Yet it was
about two months before the question was
settled. This time the San Francisco authori-
ties themselves have started the movement,
fully prepared to resist Japanese influence.
From this fact alone, it may be seen how
strong the anti-Japanese spirit is in the Ameri-
can community. The Central Government of
the United States has no authority to interfere
with the local administration of a State, and it
only perplexes the Central Government to
carry on negotiations with reference to the
treaty, and such negotiations will be of no effect.
The condition of affairs in America is very
different from those prevailing in Japan, and
things in Japan cannot be accurately judged
from a Japanese standpoint. The Japanese
Government may be taking all the steps
necessary under the circumstances, but the
agitation may last until the conclusion of gen-
eral elections next month. —*Japan Chronicle*.

CHINESE BADLY WANTED.

COLOURED LABOURERS USELESS.

An admirer of Chinese labour writes as fol-
lows to a New York daily:—No one who has
seen the quiet, patient, industrious Chinese
house servants and gardeners of California can
help wishing that all of the States had a full
and ample supply of the same kind of help.

To-day, with a short supply of independent,
incompetent and impudent house servants, the
price for inferior service has advanced to such
a figure that many families cannot afford to
keep a servant, while those who can endure all
sorts of humiliation in order to keep them.

The wife and mother of to-day cannot direct
and govern her own household affairs, but is
merely, if she attempts it, by arrogant impudence
and refusal to obey her just and rightful re-
quirements.

She knows full well that if she discharges the
offenders she has only to repeat the experience
with the next lot.

Thousands on thousands of the homes in this
country are waiting anxiously to be delivered
from the bondage of this tyranny, and the deli-
verance is the Chinese.

Many years ago, at the bidding of the red
mouthed sand lot labour agitators of San Fran-
cisco, Congress was bullied into passing the
Chinese exclusion bill, and to-day the country
is paying dearly for it. The railroads want
50,000 labourers; the South needs an innumera-
ble supply to take the place of the unrelia-
ble coloured people; and our suffering, helpless
wives and mothers can use all who come.

The United States requires from 25,000 to
50,000 Chinese labourers on the Panama Canal,
and deliberately breaks its own laws by
necessity in admitting the Chinese as con-
tract labour to its own dominion.

Now let a worse necessity admit them to
our homes. If San Francisco doesn't want

them, but she really does now, let the Chinese
be ticketed through to New York and any
other cities that will be glad to welcome them.
I trust a public sentiment may be aroused
that will lead to the repeal of the unrighteous
and infamous exclusion act at the next ses-
sion of Congress.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 13th of November, 1906,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 13th of November, 1906, at
9.30 A.M.

All Claims must reach us before the 19th of
November, 1906, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 7th November, 1906. [2]

THE H. A. L. Steamship

"RHENANIA"

Captain von Hoff, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed in the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 5th November, 1906. [1066]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY,"
FROM MIDDLESBOROUGH, GLASGOW
AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 17th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd November, 1906. [1064]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Dr. Rostan, Jodet, Velpau
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

"THERAPION No. 1" is a so-
bering, often a daily use, removes all discharges from
the urinary organs, effectually superseding injections, the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowels, roughness of the throat, and
all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 2" is for im-
purities of the blood, scurvy, pimples, spots, blotches, pains and swell-
ings of the joints, secondary eruptions, gonorrhea, etc., and all
diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 3" is for ex-
haustion, impaired vitality, nervousness, etc., and all
diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 4" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 5" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 6" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 7" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 8" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 9" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

"THERAPION No. 10" is for
debility, nervousness, etc., and all diseases for which has been too much a fashion
to employ mercury, arsenic, etc., to the destruction of
sufferer, health and ruin of wealth. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

Sold by all Chemists.

Intimations.

CHINESE ENGINEERING AND MINING
COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per
Share free of tax for account of year
ending 28th February, 1906, has been declared
by the Directors of the above Company.
COUPON No. 7 is payable on 2nd November
at the Chartered Bank of India, Australia and
China, and the Russo-Chinese Bank at Tientsin
and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 31st October, 1906. [1058]

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sanitary
and Building Regulations enacted by the
Public Health and Buildings Ordinance,
1903, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials

TELEGRAMS.

[Reuter's.]

The Duke of Connaught.

LONDON, 7th November.

The Duke of Connaught will start in December on an unofficial visit to India, and on an official tour to Ceylon and Hongkong.

Later.

The Duchess will accompany the Duke of Connaught on his visit to the Far East.

The Governorship of New York.

The latest returns indicate that Mr. Hughes, the Republican candidate, has been elected Governor of New York with a narrow plurality, defeating Mr. Hearst, the Democrat.

Later.

Mr. Hughes was elected Governor of New York by a majority of 55,000.

The China Association.

At the dinner of the China Association, Mr. Gundry, president, said he was convinced that the policy of the Chinese was to drive a wedge here, and loosen a brick there, until they gained full control of the Customs, hence the Association's active protest. Japan had given proof of her good intentions by the opening of Dairen to trade.

Sir Ernest Satow emphasised the extreme difficulty of the position of the British Minister in Peking now-a-days and gave a tribute to the admirable assistance he had received from the loyal and zealous servants of the British Government.

The Straits Settlements.

Letters Patent, including Labuan in the Straits Settlements, have been gazetted.

H.E. VICEROY SHUM.

PREPARING TO LEAVE CANTON.

[From a Correspondent.]

Canton, 8th November.

H.E. Viceroy Shum is now completing his arrangements for leaving Canton, and only awaits the arrival of H.E. Chow Fu, the Viceroy-designate. As soon as H.E. Shum has handed over the Viceroy's seals of office to H.E. Chow Fu he will leave at once for Shanghai, to spend the month's holiday that has been granted him by his Imperial Master. On the expiration of the month's leave he will go to Peking for an audience with the Emperor and the Empress Dowager, before sailing for Yunnan and Kwachow.

ON THE RAILWAY AGREEMENT.

Once again H.E. Viceroy Shum has sent a despatch to the Board of Foreign Affairs at Peking, stating that (in his opinion) the terms embodied in the Kowloon-Canton Railway agreement, between Great Britain and China, are much too one-sided, as they are too much in favour of Great Britain. A similar fault is found by H.E. with the American agreement regarding the Canton-Hankow Railway, which, he says, favours the Americans too much. H.E. has therefore urged upon the Board of Foreign Affairs the necessity for revising and reconsidering the matters.

PETROLEUM WORLD.

SENSATIONS.

DUTCH ENTERPRISE AND GERMAN MONEY.

It is being gradually discovered that as the result of a number of a trait moves Dutchmen are fast securing the position of prominence occupied by Englishmen in the oil fields of the Far East. They are doing this largely through the secretly employed influence of the flourishing Royal Dutch Petroleum Company.

In the island of Sumatra this company has some three hundred thousand acres of oil-bearing territory, several refineries, and a huge distributing system, which includes storage installations and a fleet of oil-carrying steamers.

The news that it has definitely offered to purchase what is practically a partnership interest in the British Shell Company is this week followed by the statement that it is behind a German syndicate which is buying oil-fields at Moreni and Colibashi, and a refinery at Ploesti, in Roumania. It is also reported that, with the approval of the Royal Dutch, the Nederlandsch-Indische Industrie-Handelmaatschappij (in which the Shell Company has a preponderant interest) has decided to increase its share capital by no less than 18,000,000 guilders (£1,500,000).

Obviously, great changes are being made in the organisation and finance of oil companies, and these are certain to quickly reflect on European market conditions.

The Dutchmen, allied with several German-financed offshoots, will, particularly when they secure an interest in the Shell Company, be able to put up a fight against the Standard Oil Company in the European markets.

They will control the enormous production of the oil-fields of the islands of the Far East, draw oil from some of the best territories in Roumania, and, through the Shell, get auxiliary supplies from Texas, Russia, and other parts of the oil world.

FRENCH PHILANTHROPY.

TO EDUCATE CHINESE BOYS.

[From a Correspondent.]

Canton, 7th November.

It is understood that a gentleman has arrived here, as the emissary of a wealthy French gentleman who intends to provide the education, passages and keep of a number of smart Chinese boys from the provinces of Kwangtung, Fukien and Pechili. The philanthropist's scheme is to send the boys to France, maintain them there, give them every educational advantage, and, at the expiration of four years from the time of their landing in France, to return them to their own country. In this connection the French Consul here had an interview with H.E. Viceroy Shum, a few days ago, to ask that some Cantonese boys be allowed to join the student party, and it is understood that this will be permitted.

A MORNING AT THE RAILS.

"Tai-pai, get up! Along alla same 'hap pas fibe.' I rouse myself, mentally cursing the 'boy,' the race-course, and the ponies incidentally. This is by the way. By five-forty-five I put in an appearance at the coffee room and the flourish of the great Ah Tai's brew strikes my olfactory organs rather cheerfully and invitingly.

As I stand at the rails, looking at a misty course, and at intervals at a passing pony, and at the same time listening to the great 'yarns' being related by a jollier crowd not far away, I wonder if the lunatic who first got the idea of racing into his empty brain-box ever experienced leaving a warm bed on a cold morning to face a still colder race-track. After some deduction I arrive at the conclusion that he had not, that he was one of those 'things' that preach and don't abide by what they say, and that if he had, and I had the good luck of meeting him—well, that's not what I am here to do.

Turning round to return home I receive a thundering shout, which, I believe, was meant by the deliverer for my back—one of those whacks that would perhaps send some of the China ponies I have seen to their graves—but which touched elsewhere, I meet a friend—not a sport by a long chalk, but one of those persons who try to make one believe that it is impossible for him to remain in bed after four o'clock, and that his presence on the course was for the benefit of his health—not by any means looking for any tips that might be of use on race days! I hinted, at the time, that he should consult the vet for his malady, for if he allowed it to continue at the present rate he might some day find it impossible to go to bed at all, and that during one of his 'health trips' one mumping he might be mistaken for a beach-comber and pinched by an ignorant Indian cop, and mailed for being a suspicious character. He said he would take my advice, and we adjourned to the coffee-room for an 'eye-opener,' which was no doubt badly wanted.

As I emerge from the coffee room I run up against our great gymkhana 'jack,' who I regret to say, has not yet met with the brackets of an official meeting, but who has had the worst of luck, usually getting laid up just the day prior to the meeting takes place. He has, however, worked in one or two dark ones on us at the Gymkhana, and is very likely to do so again. I, to my great regret, got it in the neck on one occasion, having laid too to go against the winner. The next on the scene is one of our champion fly-weights, who has not had the best of luck in his mounts but who, if Fortune should show, her smiling face, will be one of the first to meet her half way and do this part of the business. It is now getting a bit light so I resume my overcoat and stroll up and down on the rails, and watch the fun.

The first pony to enter in Act One is Mr. M. Stewart's good-looking chestnut. I understand from the trainer that he is somewhat dandy and has to be braced 'quite early so that he shall not be excited by the other ponies. I hope he will soon settle down and thrive on his work, as he is a very shapely one, and has many points to recommend him.

Now comes Mr. Goetz's big brown, with Mr. Gegg in the saddle. He is a big, strong sort of pony, but has no swing in his paces and added to this, has a pair of doubtful toes, so that for the owner's sake I hope that his other draws a bay, will develop into something that looks like racing.

At last comes the pick of the basket, Mr. Clarke's Arab-looking grey, owner up, and moving well as he goes a gentle canter. What a rat hopes are set in this noble animal. 'Can catch the German Cup, or traps N.H.U.' Mr. MacDonald's small Bay is a bit of a goer and appears to catch hold a little more than a bit, in his canter this morning, he laid himself out like a workman. There seems to be no reason why he should not turn out a fair pony if he can be kept back a bit. The grey also from the same stable is coming on fast and furnishing daily. Let's hope I have got little chance.

A wancher, can pass, and can do, are a trio of even ponies who are in the hands of Providence and our champion right weight, and if they have any 'stuff' in them it is certain that it will be brought out at the light time.

Mr. May's light chestnut appears to suffer in common with a great many other humans in the Colony from that 'tired feeling' in the morning, but when the 'chow' begins to tell on him, no doubt, he will buck up or down.

Mr. Hunter has a chestnut, who has a mixed ancestry to the race-course, but who will no doubt be a goodish sort when he decides to give up his objection. He is a good coloured one and shapely. Mr. Longue's does not strike the eye although I am told for the first few days the pony endeavoured in the case of the mafao to do so. In his canter the other morning he had a decided rocking horse action up and down in the same place.

Mr. White's patched head pony is a likely looking one and when he took the bit between his teeth the other morning appeared to have a turn of speed.

Mr. Logan's is on the small side, but is perky and light in his movements, and may perhaps prove the elusive prey.

Mr. Ross has a good looking one, but does not move in his slow paces as if he was particularly sound, however, when the 'Pirate' gives him his daily quarter he shapes better.

Mr. Huxey's string are, so far, only doing trotting work, but when their trainer arrives, will no doubt, undergo the ordeal known as 'The survival of the fittest.'

A pony that took my fancy is Mr. Moson's though a plain-headed one he has good points and is a much improved pony. He was given a 'fleece move,' and shaped well.

The John Peel stable was not in evidence so I presume they work in the evenings. I saw one pony, however, a white, with a few black spots, which certainly looks a likely one.

Mr. Hough appears to have drawn a couple of good ones though they have not yet been entered and another one in his stable belonging to Mr. Williams has a good many supporters. So far he has done nothing except to buck the 'ride boy' off a couple of times and make a meal of a mafao's finger. He is a very shapely one and walks 'alla same 'face' pony,' but here my morning's enjoyment terminated as I found that it was nearly eight o'clock, I had not breakfasted, and was due at office at nine or not at all.

A BUDDING SPORT.

FALSE TRADE-MARKS.

SEIZURE OF RUBBER SHOES.

[From a Correspondent.]

Canton, 7th November.

For some time past it has been suspected that the rubber shoes being sold in Canton, and bearing the marks designating them as of Messrs. W. G. Humphreys and Co.'s manufacture, were spurious imitations. The matter was investigated as it was found that the shoes sold as W. G. Humphreys' never saw that company's factory. Representations were accordingly made to the British Consul-General, who, upon the strength of them, requested the Nam Hoi Magistrate to arrest a shop-keeper, named Yik Fung, who had a shop in Koo Yee Street, who had these shoes in stock and was selling them. The arrest was accordingly made and the shoes seized, and the matter is now in the hands of the Magistrate.

DARING RESCUE AT SEA.

SIX LIVES SAVED.

Further details are now available of the rescue of six Japanese sailors by the N.Y.K. *Aki-maru* on Wednesday evening last, already briefly reported, says the *Japan Chronicle* of 30th ult. From information obtained yesterday by a *Chosido* representative from passengers and others on board the *Aki-maru* it appears that the rescue of these distressed men was a particularly gallant act, as tremendously high seas were running at the time, and the chances against a ship's lifeboat weathering such a gale were very great.

On Wednesday last the *Taiko-maru*, a Japanese schooner, carrying lime and wood from Fukuoka to Chemulpo, was blown out of Kozaki—where she was anchored—by the typhoon. After her cables parted she drifted out to sea, and was about fifteen miles from Kozaki light-house when sighted by the N.Y.K. steamer. The *Aki-maru* had been in a typhoon for four days coming up from Shanghai to Kobe, and a very high sea was running, with a moderate breeze, when the distress signals of the *Taiko-maru* were sighted about 6.15 p.m. on the 24th instant.

Captain Yagi and Mr. J. C. Richards, the chief officer, were on the bridge, and immediately Captain Yagi observed the *Taiko-maru* in distress he stopped his ship, and ordered a boat to be lowered in to the assistance of the crew of the wrecked schooner. Volunteers were called for to man the boat, and the response was so spontaneous and ready that the boat could have been filled twice over. The crew was composed of the following men, in charge of them: chief officer of the *Aki-maru*—S. Irie, third officer; S. Haraoka, cadet apprentice; Kato, Notoe, Akimoto, Tanabe, Kato, Mori, Kodama, and Matuda, seamen. The crew were double-manned, owing to the heavy weather, the third officer and the boat-pulling stroke. All the boat's crew had lifebelts on, as the best precaution possible, although eye-witnesses state that it is doubtful if they would have been of much value in such a sea.

When the lifeboat left the side of the *Aki-maru* it was already dark, and before the boat had gone very far the chief officer found that it was impossible to steer her with the rudder, and he had to use an oar. To make matters worse, the lantern on board capsized and went out, so that those on board the liner lost all trace of the lifeboat in the darkness. The gallant seamen pulled away with all their strength, and at last approached the disabled schooner. It was impossible, however, to get alongside, owing to the seas, and eventually the chief officer, Mr. Richards, passed a line from the lifeboat to the schooner, and the whole of the crew, six Japanese, were safely towed across the line and hauled into the boat. All these unfortunate men were in a terrible condition, being badly hurt by the time, and were thoroughly exhausted. The schooner was in a very bad state, and sinking. Her masts and rudder were gone, and she was stove in.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk. The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* hove in sight, but their signals were not answered. 'It is supposed that the captains of these vessels considered the sea too high and dangerous to risk more lives in a vain hope of danger. The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men. In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

MORRIS COLLEGES WANTED.

H.E. SHUM ON EDUCATION.

[From a Correspondent.]

Canton, 7th November.

H.E. Viceroy Shum has sent a despatch to the Board of Education at Peking urging that colleges, solely for the study of the Chinese language and literature, should be established in Hongkong, Singapore and other places east of Suez where Chinese are congregated in large numbers, in order that Chinese subjects who are born in those places may be afforded every facility for obtaining as good a Chinese education as they could do in their mother-country. The Board of Education has the matter under consideration, and in the meantime H.E. Viceroy Shum has appointed two gentlemen, provisionally, to be inspectors of schools, and has also requested the Board of Education to recommend him some teachers, for such new colleges as may be established.

SLAVE-DEALING IN SINGAPORE.

BABIES BOUGHT AND SOLD.

The *Singapore Free Press*, of 31st ult., reports—Yesterday afternoon before Mr. Colman M.A. W. Bailey, Assistant Protector of Chinese, charged two Cantonese women with trafficking in girls.

Mr. Bailey said that the steamer 'Hui Sang' arrived here from Hongkong on the 14th instant and certain women from the steamer were examined at the Protectorate. The accused were amongst these women and each had a baby with her. The babies were girls. Witnesses suspected these women to be regular traffickers in girls who pass between Hongkong and Singapore. Witness looked up the books in the Protectorate and found photographs of the accused and entries showing they had previously come from Hongkong with girl children. The story they had then told was that they were on their way to join their husbands in Kuala Lumpur and other places. One of the accused had a girl child with her then and on being questioned she said this child had died. Witness could not prove any previous sale of babies, nor could he prove the children now with the women were to be sold. The children were sold to people who wished to bring up a girl to marry to their sons, or as servants, and the children were often sold into brothels.

The first accused said she had come to Singapore to join her husband. She was asked if the baby was for sale and she told her interrogator it was not, as it was her own born child.

Mr. Colman told the woman that it seemed to him to be strange that a woman like her should travel backwards and forwards between Singapore and Hongkong.

The woman was however, emphatic that the baby was not a slave-child and called a witness who said he had known her in China. He had, however, not seen her for eight years.

The second woman told a similar story about having come to Singapore to join her husband, and claimed the baby in her arms as her own.

Mr. Colman convicted both the women and sentenced them to a month's rigorous imprisonment each and a fine of \$50 or a further two months in jail.

The important question as to what was to be done with the babies, which were crying in Court all afternoon, then arose and Mr. Bailey suggested that they be sent to the Convent.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie and Co. write on the 9th inst.—We are issuing our report a day earlier than usual, to-morrow being the anniversary of the birthday of His Majesty the King and a Public Holiday.

The market has been somewhat dull and the volume of business has been small.

Banks.—Hongkong and Shanghai Banks are easier and obtainable at \$37½. The London quotation has dropped to \$94.10. Nationals can be placed at \$47.

Marine Insurances.—Cantons and Unions are without business and quiet at \$300 and \$775 respectively, and the latter may probably be had at a low rate.

Fire Insurances.—Hongkong Fires have again changed hands at \$95 at which price they are in demand. Hongkong Fires are firm and have buyers at \$133½.

Shipping.—Hongkong, Canton and Macao Steamships continue to advance and close in demand at \$7½. Shell Transports are stronger and are quoted at \$11½. Star Ferries have declined to \$15½ at which rate there have been sales, closing with further buyers, while the new shares have receded to \$18, without business. Indes, Douglas and Chin and Manilas are quiet and the quotation are unchanged.

Refineries.—China Sugars are quoted \$145, at which price shares can be obtained.

Mining.—Chinese Engi eerings have been sold in the North at \$15, 90 ex the dividend of 10¢ paid on the 2nd inst. Raubs have not maintained their position and close with sellers at 10¢. The result of the crushing for the past four weeks, we are informed by private advices from Singapore, is \$184 ozs. melted gold from 5,993 tons of stone.

Docks, wharves and Godowns.—Hongkong and Whampoa Docks have changed hands at \$135 and \$55, and there are sellers at the latter figure. Kowloon Wharves are weak at \$20. Shanghai Docks are stronger and the rate has advanced to \$15.105 with buyers. Hongkong Wharves have declined to \$12½, but close in demand.

Lands, Hotels and Buildings.—There have been sales of Hongkong Lands at \$105 and \$100 and there are further sellers at this price. Humphreys Estates have changed hands at \$11, closing steady. Shanghai Lands have declined to \$12.95 for the old shares, at which rate they have been sold. Hongkong Hotels are quiet at \$12½.

Cotton Mills.—Ewos have slightly improved and can be placed at \$13.75. Hongkong Cottons have sellers at \$13. All other stocks under this heading are quiet at quotations.

Miscellaneous.—Dairy Farms have been reported sold at \$8, and are firm. Green Island Cement can be had at \$10. Small sales of High Level Tramways have taken place at \$11. Langkats have advanced to \$13.25 and are in demand. Sumatras are somewhat firmer and are wanted at \$15.90. Steam Landries have been reported sold at \$5½. Watsons can be had at \$12½ and Williams Forealls at \$8.

Today's Advertisement.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

'KWONG TUNG'...1,238...H. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$5 (Servant Meals...\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 7th November, 1906. [107]

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, NOVEMBER 10TH, 1906.

DINNER.

HORS D'OEUVRES.

Anchovy Eggs.

SOUP.

Clear Windsor.

FISH.

Fried Soles and Tartare Sauce.

ENTREES.

Fillet of Steak and Tomatoes.

Truffled Culetts.

Chicken Liver and Ham Patties.

CURRY.

Dry.

JOINTS, &c.

Roast Australian Lamb and Mint Sauce.

Roast Turkey and Cranberry Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Leicester Pie and Mixed Salad.

SWEETS.

Bread and Butter Pudding.

Plum Pudding and Brandy Sauce.

Noyau Ice Cream and Finger Cakes.

Cheese Sticks.

DESSERT.

Coffee. Fruits. [1079]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE NAN YAN TOBACCO CO., LTD., whose Registered Office is at Victoria, Hongkong, have on the 4th day of October, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks, being representations of:—

1. The Earth on a fancy background and the words "The Globe."
2. A Raven hovering over a stick and the words "The Raven," an eight-pointed star with the letters N.Y. thereon and a bowl with smoke issuing therefrom.
3. A Flying Horse and the word "Horse."
4. A Chinese Girl, the word "Belle" and a leaf with a spray of flowers upon it.
5. The Chinese character (壽) meaning long life surrounded by five bats; in the name of THE NAN YAN TOBACCO CO., LTD., who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the applicants, forthwith, in respect of the following goods:—

CIGARETTES, IN CLASS 45. Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 8th day of November, 1906. DENNIS & BOWLEY, Solicitors for the Applicants. [1080]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that COPE BROS. AND CO., LTD., of 10, Lord Nelson Street, Liverpool, England, Tobacco Manufacturers, have on the 3rd day of April, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

A Rectangular label, in the centre being a disc against which is the representation of a swallow in flight, at the top of the label is the name Cope's and at the bottom upon an ornamental scroll the word "Swallow"; in the name of COPE BROTHERS AND COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:— TOBACCO, IN CLASS 45.

A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 8th day of November, 1906. DENNIS & BOWLEY, Solicitors for the Applicants. [1081]

PUBLIC AUCTION.

AT the Undersigned's Sales Room, 12, Robinson Road, KOWLOON.

VERY VALUABLE RARE OLD POSTAGE STAMPS, TO-NIGHT,

(FRIDAY), the 9th November, 1906, at 9 P.M. TERMS—As usual.

F. KIENE, Auctioneer. Hongkong, 9th November, 1906. [1078]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR" Captain A. E. Gentles, will be despatched for the above Ports, on WEDNESDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 9th November, 1906. [1082]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 12th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 9th November, 1906. [1083]

Intimations.

THE ROBINSON PIANO—

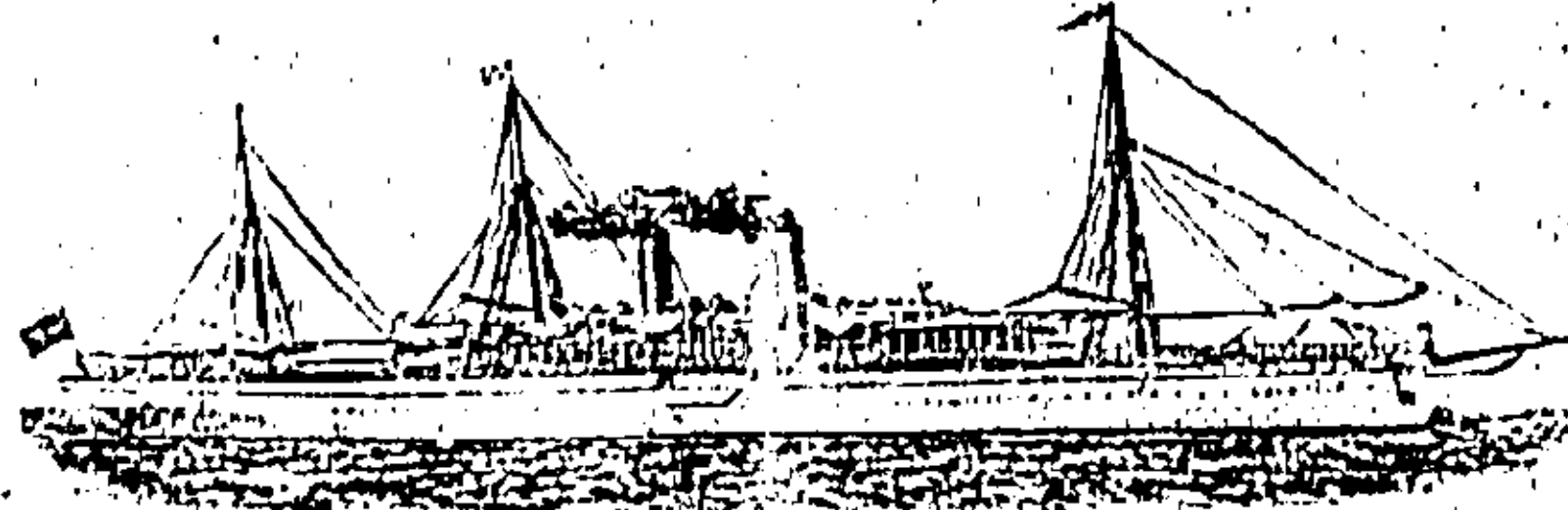
CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 days TORONTO to VANCOUVER

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19
"TARTAR"	4,425
"EMPRESS OF CHINA"	6,000

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New "Palmar" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
H. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SAMARANG & SOERABAYA, HONGKONG	RAJASANGI	SATURDAY, 10th November, 3 P.M.
SHANGHAI	RAJASANGI	MONDAY, 12th November, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, FOKSANG	RAJASANGI	TUESDAY, 13th November, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 16th November, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th November, 1906.

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	KWEICHOW	10th November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	12th "
MANILA	TEAN	14th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINANIA," "HANSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO, AND TIENTSIN VIA SHANGHAI.

HOHENSTAUFEN	Capt. Jaeger	2nd December.
SILESIA	Bahle	2nd January.
SCANDIA	v. Doehren	1st February.
HANSBURG	Filler	4th March.
RHEINANIA	v. Hoff	3rd April.
HOHENSTAUFEN	Jaeger	1st May.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHEINANIA	Capt. v. Hoff	14th December.
HOHENSTAUFEN	Jaeger	11th January.
SILESIA	Bahle	8th February.
SCANDIA	v. Doehren	22nd March.
HANSBURG	Filler	5th April.
RHEINANIA	v. Hoff	17th May.
HOHENSTAUFEN	Jaeger	14th June.
SILESIA	Bahle	11th July.
SCANDIA	v. Doehren	9th August.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI & CHINKIANG 13th Nov. 4 P.M.
FOR SHANGHAI, KOBE & YOKOHAMA AND ALUSIA 13th November.
FOR SHANGHAI, KOBE & YOKOHAMA AND AMERICA 26th November.
FOR SHANGHAI, KOBE & YOKOHAMA AND HOHENSTAUFEN 2nd December.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.
FOR HAVRE, BREMEN and HAMBURG BRISGAVIA 14th Nov.
FOR HAMBURG SEGGOVIA 24th Nov.
FOR HAVRE, ANTWERP and HAMBURG SITHONIA 30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG RHEINANIA 14th Dec.
FOR HAVRE and HAMBURG C. FERD. LAEISZ 22nd Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN 11th Jan.
FOR HAVRE and HAMBURG ALESIA 25th Jan.
FOR NAPLES, HAVRE and HAMBURG SILESIA 8th Feb.
Hongkong, 9th November, 1906. [654]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th October, 1906. [1011]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th October, 1906. [1034]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th October, 1906. [1052]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.

York Building,
Hongkong, 4th October, 1906. [848]

HONGKONG AVERAGE MARKET PRICES.

Corrected 31st November, 1906, per 5 Mts.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chung 26

Bullock's Brains— " Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Keik 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai-tau-keok 100

Mutton Chop—Yeung Pai Kwat 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 20

Pigs' Chittlings—Chi cheong 24

" Brains—Chi Know 22

" Feet—Chi Keik 12

" Fry—Chi Chak 12

" Head—Chi Tau 12

" Heart—Chi Sum 9

" Kidneys—Chi Yiu 28

" Liver—Chi Koi 28

Pork Chop—Chi Pai Kwat 21

" Corned—Ham Chu Yuk 22

" Leg—Chu Pei 22

" Fat or Lard—Chu Yau 16

Sheep's Head and Feet—Yeung Tau 60

" Keok 60

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 24

Sucking Pigs, To Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 24

" Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 28

" Capons, Large, Small—Sin Kai 28

" Ducks— 24

" Doves—Pan Kai 15

" Geese, Hen—Kai Tan 25

" Fowls, Canton—Kai 26

" Hainan—Hoi Nam Kai 26

" Geese—Ngo 25

" Geese, Wild Shanghai—Sheung Hoi Ye 25

" Mus Deer—Wong Keng 50

" Hare—Tu Chai 50

" Partridge—Che Khoo 50

" Pheasant—Shan Kai 27

" Pigeons, Canton—Pak Kup 24

" Hoihow—Hoihow Pak Kup 24

" Quail—Um-Chun 13

" Rice Birds—Wo Fa Cheuk 25

" Snipe—Sa Chui 60

" Turkeys, Cock—Fo Kai Kung 45

" Hen— 45

" Wild Ducks, Shanghai, Sui-ap 80

" Teal, Shanghai, Sui Ap Chai 80

" Wild Ducks Canton—Sang Shing Sui Ap 80

" 80

FISH.

Barbel—Ka Yu 15

" Bream—Bin Yu 13

" Canton Fresh Water Fish—Hoi Sin Yu 24

" Carp—Li Yu 24

" Catfish—Chik Yu 11

" Codfish—Mun Yu 18

" Crabs—Hai 14

" Cuttle Fish—Muk Yu 13

" Dab—Sa Mang Yu 15

" Dace—Wong Mei Lun 10

" Dog Fish—Tit Tu Sa 9

" Eels, Congor—Hai Man Yu 16

" Fresh water—Tam Sui Yu 28

" Yellow—Wong Sin 24

" Frogs—Tien Kai 28

" Garoupa—Sek Pan 12

" Gudgeon—Pak Kup Yu 12

" Halibut—Cheung Kwan Yu 24

" Labrus—Wong Fa Yu 24

" Loach—Wu Yu 20

" Lobsters—Lung Ha 28

" Mackerel—Chi Yu 21

" Monk Fish—Mon Yu 24

" Mullet—Chai Yu 20

" Oysters—Sang Hoo 18

" Parrotfish—Kai Kung Yu 18

" Perch—Tau Loo 15

" Pike—Pa Paw Pong 8

" Plance—Pan Yu 20

" Pomfret, Black—Hak Chong 20

" Pomfret, White—Pak Chong 28

" Prawns—Ming Ha 49

" Ray—Pei Pa Sa 12

" Rock Fish—Sek Kau Kung 12

" Roach—Chun Yu 28

" Salmon, (C'ion), fresh water—Ma Yau Yu 31

Shark—Sa Yu 9	
Skate—Po Yu 10	
Shrimps—Ha 22	
Snapper—Lap Yu 24	
Soles—Tai Sa Yu 22	
Tench—Wan Yu 18	</

(*) Flagship of Rear-Admiral Boisse, Commander-in-Chief.
† At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
(*) Flagship of Rear-Admiral de Marolles.

